Arab vehicle market hits million a year

The Arab World has become a very significant auto market, with combined car and truck imports from Western nations totaling about one million units annually.

There are currently more than 6.6 million vehicles on Arab highways, according to a recent study prepared for the U. S.-Arab Chamber of Commerce by *Automobile International* magazine.

According to the study, there were about 5.7 million cars and trucks on the road at the end of 1979 with another 890,000 imported from Western nations in 1980.

This tally does not include 1980 vehicle importations from Soviet Bloc nations nor registrations in the countries of Djbouti and Somalia, which did not report their imports, the study said.

As the accompanying tables show, the largest source of imported vehicles last year was Japan, which shipped nearly 590,000 cars and trucks to the Arab World.

The U. S. finished the year in a distant second place, with total vehicle exports to the Arab World of 92,285.

Saudi Arabia was the largest importer by a wide margin, taking 367,651 units in 1980 for a total vehicle population at the end of the year of 1.75 million units.

Iraq was the second largest importer last year with a total of 113,727 cars and truck imports and a year-end tally of 362,000 units, although several nations had higher vehicles-in-use totals at the end of the year.

The U. S.-Arab Chamber of Commerce noted that "the 22,842 cars supplied by Canada were almost entirely General Motors vehicles, adding to the Arab market for U. S. replacement parts and other aftermarket products."

Earlier in the year, officials from several Arab nations used their high import volume of Japanese products to try to convince Japanese officials to pressure Toyota not to enter a joint North American assembly operation with Ford Motor Co. Ford, with an CKD operation in Israel, is boycotted by the Arab World.

CARS AND TRUCKS IN USE IN THE ARAB WORLD

JANUARY 1980 VS. JANUARY 1979

THE ARAB STATES*	POP. (000)	PERSONS PER CAR	VEHICLE REGISTRATIONS January 1980 TOTAL	CARS	TRUCKS & BUSES	VEHICLE REGISTRATIONS January 1979 TOTAL	CARS	TRUCKS & BUSES
Algeria	18,145	45.7	603,274	396,782	206,492	506,389	317,071	189,318
Bahrain	370	8.8	58,851	41,917	16,934	53,645	37,645	16,000
Egypt	40,993	108.2	493,736	379,005	114,731	418,977	323,916	95,061
Iraq	12,906	107.0	249,972	120,568	129,404	194,643	99,322	95,321
Jordan	3,189	40.2	109,410	79,416	29,994	82,259	61,245	21,014
Kuwait	1,277	3.5	496,584	363,280	133,304	439,553	321,038	118,515
Lebanon	2,943	9.3	349,998	315,130	34,868	313,819	282,404	31,415
Libya	2,920	8.1	596,625	359,973	236,652	523,750	315,250	208,500
Mauritania	1,474	196.5	13,500	7,500	6,000	13,361	7,725	5,636
Morocco	20,368	53.6	550,000	380,000	170,000	524,999	371,646	153,353
Oman	864	28.8	70,000	30,000	40,000	58,000	22,000	36,000
Qatar	210	5.8	60,834	36,182	24,652	51,164	30,796	20,368
Saudi Arabia	9,292	15.2	1,385,404	612,542	772,862	1,116,689	478,329	638,360
Syria	8,506	132.1	128,426	64,373	64,053	122,347	61,731	60,616
Sudan	18,167	519.1	72,000	35,000	37,000	65,000	30,000	35,000
Tunisia	6,312	57.1	203,614	110,506	93,108	194,939	110,668	84,271
United Arab Emirates	871	6.8	205,450	128,385	77,065	171,472	106,246	65,226
Yemen Arab Republic	5,126	330.9	47,859	15,489	32,370	41,153	14,516	26,637
Yemen, People's Democratic Republic	1,863	149.2	27,687	12,488	15,199	27,009	12,361	14,648
			5,723,224	3,488,536	2,234,688	4,919,168	3,003,909	1,915,259

*Data not available for Djibouti and Somalia.

1980 ARAB WORLD CAR AND TRUCK IMPORTS BY COUNTRY OF ORIGIN

January-December 1980 ▼ COUNTRY OF DESTINATION	VEHICLES IMPORTED FROM ▶ Total	Total Cars	Total Trucks & Buses	BELGIUM Cars	BELGIUM Trucks & Buses	CANADA Cars	CANADA Trucks & Buses	FRANCE Cars	FRANCE Trucks & Buses	ITALY Cars	ITALY Trucks & Buses	JAPAN Cars	JAPAN Trucks & Buses	SWEDEN Cars	SWEDEN Trucks & Buses	UNITED KINGDOM Cars	UNITED KINGDOM Trucks & Buses	UNITED STATES Cars	UNITED STATES Trucks & Buses	WEST GERMANY Cars	WEST GERMANY Trucks & Buses
Algeria	32,498	21,469	11,029	1	34	—	7	3,615	5,972	12,327	1,283	3,012	2,360	34	47	2,070	20	21	145	388	1,161
Bahrain	10,855	8,305	2,550	—	—	250	3	5	3	174	—	6,557	2,448	12	—	367	48	861	52	279	—
Egypt	47,552	18,033	29,519	30	15	53	11	1,721	1,383	10,453	154	2,315	24,121	394	446	185	446	1,744	2,036	1,158	907
Iraq	113,727	46,472	67,255	—	11	365	311	360	2,572	9,280	963	35,467	50,282	146	4,518	397	92	7	276	450	6,210
Jordan	13,505	6,964	6,581	3	—	365	—	320	16	356	1	4,025	5,110	41	18	751	46	229	248	672	1,154
Kuwait	70,441	43,237	27,204	—	—	4,440	2	1,024	7	1,072	38	19,092	19,421	480	347	610	37	15,091	5,829	1,428	1,523
Lebanon	14,303	10,303	4,000	—	—	105	1	785	30	906	35	6,221	2,544	41	13	342	8	1,294	645	609	724
Libya	67,829	18,385	49,444	—	13	2	3	7,287	21,781	—	1,034	8,544	20,892	555	37	1,040	294	179	1,850	778	2,750
Mauritania	611	444	167	—	—	—	—	211	55	54	—	7	40	—	—	186	1	—	12	6	59
Morocco	21,995	15,639	6,356	75	136	—	73	9,966	3,209	5,184	30	1	1,886	3	351	155	865	—	—	255	36
Oman	74,793	36,831	37,962	—	10	105	—	112	7	3	—	34,732	37,370	224	12	1,004	298	156	202	495	83
Qatar	15,423	8,801	6,622	—	—	653	—	264	122	124	—	4,726	4,323	98	4	592	108	1,183	1,800	1,161	267
Saudi Arabia	367,651	170,507	197,144	—	14	15,375	321	1,151	244	2,010	281	125,744	155,029	662	76	1,857	383	21,459	32,823	2,219	7,973
Sudan	2,828	667	2,141	—	—	2	—	71	44	—	2	148	668	14	1	395	1,208	5	87	52	133
Syria	10,096	3,081	7,015	—	11	—	8	966	189	23	1,126	237	3,257	22	510	545	25	816	736	472	1,153
Tunisia	17,357	4,811	12,546	38	28	1	9	1,961	9,202	749	1,597	—	752	3	15	1,656	67	—	15	404	861
United Arab Emirates	8,994	6,158	2,836	—	—	1,126	5	470	30	459	27	—	—	183	187	1,001	781	1,520	1,092	1,[illegible]90	734
Yemen Arab Republic	7,593	781	6,812	—	—	—	—	47	58	38	26	493	6,657	74	27	44	13	—	—	6[illegible]	31
Yemen, People's Democratic Republic	633	76	557	—	—	—	—	14	5	—	203	40	335	3	—	17	11	—	2	2	1
Totals	898,734	520,984	477,750	147	272	22,842	754	30,350	44,929	43,214	7,820	251,381	337,273	2,989	6,587	13,174	4,735	44,365	47,850	12,513	27,730

Carina carries on rear-drive tradition

By John Hartley
Staff Correspondent

TOKYO. — Toyota has not joined the rush to front-wheel drive in redesigning its Carina, but is pursuing well-tried concepts.

The three-model range consists of three-box four-door sedan and three-door coupe and a two-box wagon. Styling is evolutionary, although the three-door coupe shares some characteristics with the recently introduced Celica.

Initially, Toyota plans to build 15,000 Carinas a month. Exports will start in a few months.

All models are based on the 98-inch wheelbase of the Celica range. This is one reason why Toyota did not change to front-wheel-drive; it thinks rear-wheel drive is more appropriate for a car like Celica. Overall length of the new models is 173 inches, while width and height are 65 and 55 inches, respectively.

All models have rectangular headlamps — two on the coupe, four on the sedan—except wagons which have four circular lamps. Other common features are plastic bumpers, a slightly dropping hood line and deep side windows.

The roof slopes down quite gradually on the sedan, and the coupe is a semi-fastback. Overall, the sedan looks rather heavy and dull, but the coupe shows sparkle.

The semi-fastback Carina coupe shows styling sparkle.

Compared with the previous models, there is slightly more interior space, but interior dimensions are generally slightly lower than those of the new Datsun 510 FWD sedan launched recently.

Weights, ranging from 2,070 to 2,530 pounds generally are in excess of those of the new Datsun, by margins of 50 to 150 pounds.

Carinas sold in Japan are available with a wide range of engines, from the 1.3-liter (79-cubic-inch) unit of Tercel and Corolla to the 2-liter (122-cubic-inch) twin OHC unit which develops 135 HP.

Included in the lineup is the new Laser 1.8-liter (112-cubic-inch) 100-HP lightweight engine introduced for the Celica.

Transmissions and strut-front suspension are orthodox. However, Toyota has extended use of rack and pinion steering to all models except the wagon, while independent rear suspension by semi-trailing links is used on the top half of the range, as it is on Celica.

Toyota has adopted electronic display instruments for several models. Headlamp lenses are plastic, resulting, it is claimed, in improved lens performance.

Venture in Sri Lanka

NEW DELHI. — Ashok Leyland, the Indian subsidiary of BL, Ltd., is setting up a joint venture in Sri Lanka (Ceylon) to build trucks and buses.

Toyota forecasts vehicle growth to 1990

TOKYO. — Toyota Motor Sales Co., Ltd., forecasts annual world demand for motor vehicles will grow to 54 million vehicles, a 32 percent increase over the 41 million sold in 1979, the last year for which numbers are available.

The company projects 1990 car sales of 41 million, a 33 percent increase over 1979. Truck and bus sales are projected to hit 13 million, a 30 percent increase.

Sales, which grew an average of 4.2 percent per year in the '70s, are projected to slow to a growth rate of slightly over 2 percent in the last half of the 1980s.

Toyota also foresees 150 million more vehicles on world roads by the end of this decade. This means by 1990 there will be 551 million vehicles worldwide, an increase of 38 percent over 1979.

Passenger car numbers will rise 40 percent to 434 million from 311 million. Truck and bus volume will grow 33 percent, rising from 88 million two years ago to 117 million in 1990.

Toyota identifies the greatest growth rates in the Middle East, Africa, Eastern Europe, Central and South America. Having matured, North American and Western European growth rates will be smaller, Toyota believes.

Predictions assume, among other factors, that supply and demand for energy will remain in balance as new energy sources are developed and stricter conservation measures are applied.

In June this year the number of Toyotas on the road outside Japan topped 10 million for the first time. According to the Japanese company, they account for one in 30 of the world's present car population.

The figure of 10.13 million is based on total Toyota exports and overseas assemblies of 13.6 million, allowing for average durability. Ten years or more is normal in most countries, reports Toyota, with the Middle East a notable exception.

Toyota's estimated numbers outside Japan are (in millions): North America, 4.32; Europe, 1.82; Oceania and southeast Asia, 1.65; Middle East, 1.12; Africa, 0.66; South America, 0.56.

It's a difficult era for technological leaps

EV industry just plugging along

Continued from Page 25

commercial internal combustion engines, the firm said.

Exxon Research & Engineering Co. engineers delivered a paper on their firm's zinc-bromide circulating electrolyte battery.

• "Basically, the present design is highly cost effective in terms of cost per kilowatt hour. This is due to the extensive use of plastics in the battery structure, particularly plastic electrodes, and the intrinsic low cost of zinc and bromide," they said.

One of the more interesting non-laboratory stories was told in a paper from Purdue University. It covered electric van home milk delivery in Prestbury, England.

About 95 drivers from five dairies and 78 consumers were surveyed. The drivers have a combined total of 764 years of electric van experience and operate them a total of 550,000 miles a year.

"Around 75 percent of the drivers surveyed prefer electric vans for delivery use and about 20 percent want an electric automobile for personal use," it said.

Booz - Allen & Hamilton, the highly regarded management/consulting firm, delivered some cold, hard comparative costs:

"Data from the Energy Department's Electric and Hybrid Vehicle Demonstration Project reveals a great disparity between the life-cycle cost of an electric (80.3 cents/mile) and a gasoline vehicle (22.6 cents/mile). The difference could be significantly reduced with modest efforts by stakeholders in the electric vehicle industry — vehicle and component manufacturers, vehicle owners and government.

"These efforts, in the key areas of battery life, usable range, annual use, maintenance, and tax credits, could result in an electric vehicle life-cycle cost of 31.3 cents/mile versus 18.3 cents/mile for a comparable gasoline vehicle. Potential for further reduction of life-cycle cost is greater for the electric vehicle than gasoline vehicles," Booz-Allen said.

GM appoints Upson

DETROIT. — Brent T. Upson has been appointed director of a newly formed Economic and Energy Policy Analysis Group of the General Motors Economics Staff. He formerly was director of economic research.

obituaries

John C. Jamieson

LA JOLLA, Calif. — John C. Jamieson, who retired in 1959 as executive assistant to the Pontiac general manager, died Sept. 29. He was with Pontiac for 25 years.

John Riach

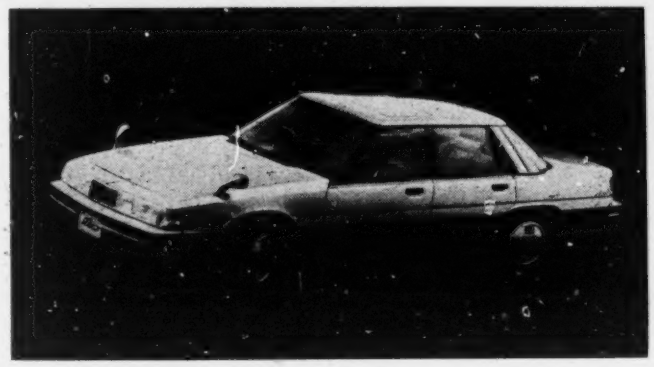
SEATTLE.—John Riach, an Oldsmobile dealer who spent 62 years in the retail auto business here, died Oct. 6. He was 86. After working for other dealerships, he formed Central Oldsmobile Co. in 1937 and became president of Riach Oldsmobile Co. in 1941. He remained active in his business until his death.

Used car sales
Auction Averages

October Final	$4,364
Month ago	$4,321
Year ago	$3,665

Model breakdown
Auction Averages

	OCTOBER FINAL	SEPTEMBER	AUGUST
1981	$7,074	$7,548	$8,434
1980	5,697	5,814	5,130
1979	4,922	5,051	5,122
1978	3,731	3,963	4,031
1977	2,927	3,045	3,160
1976	2,140	2,122	2,413
1975	1,628	1,587	1,567
1974	1,258	1,180	1,248
Overall Average	$4,364	$4,321	$4,548



New Mazda Luce bows in Japan

Toyo Kogyo's latest Mazda model is the Luce, available in four-door sedan and hardtop versions and based on the Cosmo floorpan. Sedan versions are offered with gasoline or diesel reciprocating engines or the new Mazda six-port 2.3-liter rotary mill.

Fourth model at the top of the range

Mazda adds luxury Luce for Japan

TOKYO.—Toyo Kogyo has introduced the Mazda Luce and now offers four models at the top of its range—the two- and four-door Cosmo coupe and the four-door sedan and hardtop version of the Luce.

To cut costs, all Luce and Cosmo models share a common floorpan using a 103-inch wheelbase. The Luce hardtop and Cosmo four-door have nearly identical styling. The only difference is in the grille and tail. The Luce has a more conventional look with a narrow chromium-plated grille flanked by wide rectangular headlamps.

The Luce sedan has more sedate styling with a grille that is similar to the old model.

To suit Japanese market demands, the sedan is available with 1.8- and 2.0-liter gasoline and 2.2-liter diesel engines, and the new 2.3-liter six-port rotary engine. The hardtop is available with either the 2.0-liter gasoline or the 2.3-liter rotary engine.

The new Luce models have strut front suspension and rack-and-pinion steering. Semi-trailing-arm independent rear suspension is used on some models, while other versions have coil springs on beam rear axles located by a five-link design.

The six-port rotary engine has increased torque and improved fuel consumption, according to Toyo Kogyo. One pair of ports is open continuously, drawing mixture from the primary carburetor barrel. The second pair open with the secondary barrel, while the third pair open only near fuel throttle. The third pair are opened by a vacuum - actuated rotary valve.

As a result of this design, the port timing can be tuned to suit all conditions—very short opening during low speeds and loads to maximum opening for peak power.

Toyo Kogyo rates this latest version of its 12A rotary engine at 130 horsepower at 7,000 RPM, with maximum torque of 120 lbs./ft. at 4,000 RPM. Although producing 20 horsepower more than the 2.0-liter gas engine, maximum torque is about three foot pounds below that engine's rating.

But fuel consumption of the new rotary is closer to that of the smaller engine. On the Japanese city cycle, the rotary yielded 23 MPG, compared with 28 MPG for the reciprocating engine. At a steady 37 MPH, the rotary yielded 41 MPG, while the reciprocating engine hit 45 MPG.

used-car auction directory

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Makers schedule 464,260 cars, 16 pct. below last year

November production plans bleak

By Patricia Hoffman
Staff Writer

Domestic auto production last week dropped from the previous week's total because of downtime at six assembly plants for inventory adjustment and model changeover.

Output was targeted at 119,232 units last week, down 8.40 percent from 130,168 the previous week, and down 23.21 percent below the 155,279 units in the comparable 1980 week.

So far this year, the auto makers have completed 5,523,802 units, a gain of 2.57 percent from 5,385,510 in the comparable period last year.

The outlook for November is anything but favorable for the auto makers, with the month's forecast 16.56 percent below the comparable 1980 month.

November production is targeted at 464,260 units, down from 556,380 completed in the year-ago month.

Breakdown for the month by company is: General Motors, 310,000, a drop of 6.43 percent from 331,301 last year; Ford Motor, 85,000, down 31.68 percent from 124,406; Chrysler Corp., 45,000, down 36.98 percent from 71,404; Volkswagen of America, 14,000, down 11.02 percent from 15,734; American Motors, 10,000, down 24.59 percent from 13,261, and Checker Motors, 260, a drop of 5.11 percent from 274.

Breakdown for last week by company is: GM, 59.79 percent; Ford, 25.34 percent; Chrysler, 9.73 percent; VWoA, 3.44 percent; AMC, 1.68 percent, and Checker, 0.02 percent.

Downtime was scheduled last week at GM's Southgate and Linden facilities. Both plants, down for inventory control, are slated to resume operations today (Nov. 2).

Also at GM, the Leeds plant, down since Oct. 12 for model changeover, is scheduled to resume today with J-car production.

GM's Detroit (Cadillac) point resumed two shift operations today. The plant, which was idle one week for plant rearrangement, resumed last week with one shift.

Ford's San Jose facility was idle last week for inventory control. The plant is slated to return today.

Chrysler's Belvidere plant was idle last week, beginning a three-week shutdown for partial conversion to produce the company's new front-wheel-drive Dodge Rampage pickup truck. The plant is scheduled to resume production the week of Nov. 16.

AMC's Kenosha facility will be idle one week for inventory adjustment beginning today.

Checker Motors' Kalamazoo plant will go down Nov. 18 for model changeover. The point is scheduled to return with '82 production Jan. 11.

Saturday overtime was scheduled last week (Oct. 31) at Ford's Wixom facility.

Truck production slated to drop 4 pct. for month

U. S. truck production last week dropped from the previous week's output and the total was also down from the comparable 1980 week.

Last week's truck production was targeted at 35,166 units, down 7.25 percent from 37,913 trucks in the previous week, and down 18.16 percent below the 42,971 units in the comparable 1980 week.

So far this year, the truck makers have completed 1,414,395 units, a gain of 8.03 percent from 1,309,293 trucks in the comparable period last year.

Automotive News' November forecast for the major truck manufacturers is 137,895 units, a 4.88 percent decline from last year's November total of 144,973.

Breakdown for November by company is: General Motors, 75,000, up 8.71 percent from 68,992 last year; Ford Motor, 41,000, down 28.76 percent from 57,552; Chrysler Corp., 7,600, up 78.66 percent from 4,254; American Motors, 8,500, up 23.42 percent from 6,887; International Harvester, 3,395, down 32.09 percent from 4,999, and Volkswagen of America, 2,400, a gain of 4.85 percent from 2,289.

International Harvester's Ft. Wayne and Springfield facilities were idle last week for inventory adjustment. Both plants are slated to resume operations Nov. 9.

AMC's Toledo (Jeep) point will be idle one week beginning today (Nov. 2) for inventory control.

Imm reaches 25

Wayne Imm, right, owner of Imm & Son Chevrolet, Toluca, Ill., receives his 25-year dealer award plaque from W. M. Gilligan, Chicago zone manager for Chevrolet.

TRUCK PRODUCTION IN U. S.†

	Week Ended Oct. 31, 1981	Week Ended Nov. 1, 1980	Week Ended Oct. 24, 1981	Oct. Est.	Jan. 1 to Nov. 1, 1980	Jan. 1 to Oct. 31, 1981
CHEVROLET	9,555	13,560	11,942	40,285	378,836	402,496
DODGE	2,000	3,800	2,020	8,850	109,636	79,061
FORD	16,018	16,732	16,461	63,049	481,375	551,889
GMC	4,055	5,289	4,157	17,331	137,287	145,636
INTERNATIONAL	.....	140	1,289	4,442	55,064	60,646
MACK	588	650	594	2,605	23,301	34,623
JEEP	.....	425	.....	.....	19,780	.....
AM CORP.	1,500*	1,740*	.....	3,500*	65,935*	79,688*
MISCELLANEOUS	50*	85*	50*	220*	6,204*	3,236*
VOLKSWAGEN	1,400*	550*	1,400*	6,160*	31,875*	57,120*
Total Trucks, U. S.	35,166	42,971	37,913	146,442	1,309,293	1,414,395

CANADIAN TRUCK PRODUCTION

	Week Ended Oct. 31, 1981	Week Ended Nov. 1, 1980	Week Ended Oct. 24, 1981	Oct. Est.	Jan. 1 to Nov. 1, 1980	Jan. 1 to Oct. 31, 1981
CHRYSLER CORP.	2,000	1,600	1,975	7,513	44,327	70,351
FORD MOTOR	3,125	4,976	2,944	9,099	157,669	119,657
GENERAL MOTORS	5,782	6,534	6,314	25,862	205,743	229,099
AMERICAN MOTORS	.....	.....	.....	.....	11,644	.....
INTERNATIONAL	260	295	263	992	14,249	9,665
MACK	.....	.....	.....	.....	17,778	.....
Total Trucks, Canada	11,167	13,405	11,496	43,466	451,410	428,772
N. American Trucks	46,333	56,376	49,409	189,908	1,760,703	1,843,167

†—Now includes window van production. *—Estimated.
Jeep includes commercial only. AM General includes government-destined vehicles.
AM General will no longer be figured in with North American trucks.

Auto production in Canada up 2 pct. for week

Canadian auto production last week showed a slight gain from the previous week's output as the line rate at American Motors' Brampton facility continues to increase with the addition of its second shift last Oct. 19. The rate is expected to eventually reach a two-shift total of 960 units per week, up from the former 730 per week on one shift.

The auto makers scheduled 15,557 units last week, up 2.65 percent from 15,155 in the previous week, but down 25.37 percent from 20,845 in the comparable 1980 week.

So far this year, the auto manufacturers have assembled 678,856 units, a drop of 4.01 percent from 707,210 in the comparable period last year.

Truck production was slated at 11,167 units last week, a drop of 2.86 percent from 11,496 in the previous week, and down 16.70 percent from 13,405 trucks in the comparable 1980 week.

Year-to-date output for the truck makers is 428,772 units, down 5.01 percent from 451,410 trucks in the comparable period last year.

General Motors' Oshawa (No. 2) facility will remain idle this week (Nov. 2), completing its last week of an extensive 13-week model changeover. The facility, which was idled Aug. 6, will resume with '82 production next Monday (Nov. 9).

Ford Motor's St. Thomas facility, idled Aug. 31 for changeover and inventory adjustments, will remain idle this week. The point is slated to resume production Nov. 10.

GM's Ontario truck facility closed today (Nov. 2) for inventory adjustment. The point is scheduled to return Nov. 9.

U. S. CAR PRODUCTION

	Week Ended Oct. 31, 1981	Week Ended Nov. 1, 1980	Week Ended Oct. 24, 1981	Oct. Est.	Jan. 1 to Nov. 1, 1980	Jan. 1 to Oct. 31, 1981
AMERICAN MOTORS	2,000*	3,480	2,000*	6,000*	145,808	103.572*
AMX	.....	.....	.....	.....	.....	.....
Spirit	.....	.....	.....	.....	.....	.....
Concord	.....	.....	.....	.....	.....	.....
Eagle	.....	.....	.....	.....	.....	.....
Pacer	.....	.....	.....	.....	.....	.....
CHRYSLER CORP.	11,600	22,225	17,481	67,611	537,546	668,287
Plymouth Total	3,900	10,500	6,384	23,629	247,398	333,335
Horizon	.....	3,450	2,638	7,782	136,583	127,414
Reliant	3,900	6,850	3,746	15,847	39,907	196,334
Volare	.....	.....	.....	.....	51,740	.....
Caravelle	.....	100	.....	.....	5,370	2,139
Gran Fury	.....	100	.....	.....	13,798	7,448
Chrysler Total	3,400	2,445	3,608	15,494	69,006	42,013
LeBaron	3,400	1,270	3,608	15,494	52,267	37,151
Chrysler	.....	1,175	.....	.....	16,739	4,862
Dodge Total	4,300	9,280	7,489	28,488	221,142	292,939
Omni	.....	2,700	3,095	10,369	114,193	114,213
Aspen	.....	.....	.....	.....	36,899	.....
Aries	3,200	5,500	2,938	13,216	31,903	155,138
Diplomat	.....	750	.....	.....	26,003	12,644
Dodge 400	1,100	.....	1,456	4,903	.....	7,262
St. Regis	.....	320	.....	.....	12,144	3,682
FORD MOTOR	30,211	34,995	32,462	123,362	1,071,152	1,186,605
Ford Division	20,581	24,363	22,473	83,013	768,722	809,658
Escurt	7,518	6,925	9,126	39,104	49,652	320,987
Pinto	.....	.....	.....	.....	68,179	.....
Fairmont	3,875	3,050	3,942	12,196	179,925	180,083
Must./Must. II	3,998	4,385	4,102	9,786	202,919	137,025
Granada	3,964	4,615	3,816	15,805	89,534	91,060
T-Bird	1,226	3,288	1,229	5,246	100,388	58,415
Ford	.....	2,100	.....	.....	78,125	40,886
EXP	.....	.....	258	876	.....	1,202
L-M Division	9,630	10,632	9,989	40,349	302,430	376,947
Mercury Total	7,251	8,712	7,596	31,212	261,326	322,569
Bobcat	.....	.....	.....	.....	12,445	.....
Lynx	1,944	2,404	1,964	10,287	16,760	107,482
Capri	1,268	1,071	1,274	2,879	58,221	44,920
Zephyr	685	790	682	2,661	58,396	46,188
Cougar	1,349	.....	1,456	5,788	16,409	40,724
XR-7	387	3,154	396	1,874	54,098	27,324
Mercury	1,618	1,293	1,654	7,210	44,997	55,274
LN7	.....	.....	170	513	.....	657
Lincoln Total	2,379	1,920	2,393	9,137	41,104	54,378
Continental ('82)	1,190	.....	1,196	4,565	.....	7,472
Lincoln	737	873	763	2,771	16,829	23,548
Mark VI	452	1,047	434	1,801	22,414	23,358
Versailles	.....	.....	.....	.....	1,861	.....
GENERAL MOTORS	71,284	89,944	74,034	315,884	3,462,672	3,417,466
Buick Division	16,624	16,973	18,735	76,021	657,825	761,539
Skylark	6,350	3,893	5,909	23,898	184,228	236,637
Skyhawk J	.....	.....	.....	.....	.....	.....
Century	1,623	3,480	745	3,589	142,624	90,508
Regal	5,086	4,565	5,912	25,201	171,039	229,152
Buick	3,565	4,095	4,492	18,036	123,665	147,438
Riviera	.....	940	1,677	5,297	36,269	57,804
Cadillac Division	1,193	4,590	2,439	20,062	166,027	222,108
Cimarron	.....	.....	1,034	3,217	.....	20,735
Seville	.....	611	438	2,455	28,368	21,139
Eldorado	.....	1,255	967	3,714	44,662	49,606
Cadillac	1,193	2,724	.....	10,676	92,997	130,628
Chevrolet Division	25,415	38,715	25,180	106,276	1,499,789	1,253,733
Chevette	7,125	9,000	7,048	29,561	395,200	300,142
Cavalier	3,715	.....	6,484	28,178	.....	104,610
Celebrity	1,555	.....	517	2,073	.....	2,073
Monza ('80)	.....	2,780	.....	.....	140,573	.....
Camaro	370	2,135	.....	370	102,633	88,064
Citation	5,520	10,615	4,046	15,187	396,120	271,219
Malibu	3,750	6,475	3,764	16,601	227,627	199,482
Monte Carlo	2,385	4,460	2,411	10,962	99,947	118,903
Chevrolet	495	2,400	235	5,830	100,214	143,569
Corvette	500	850	675	2,514	37,475	25,671
Oldsmobile Division	14,814	16,772	16,167	67,258	642,462	729,719
Omega	2,490	2,137	2,535	10,759	96,582	122,841
Cutlass	4,800	8,370	4,834	21,234	321,157	327,167
Ciera	2,364	.....	1,068	5,131	.....	5,165
Oldsmobile	5,160	5,410	6,467	26,702	193,403	237,210
Toronado	.....	855	1,263	3,432	31,320	37,336
Pontiac Division	13,238	12,894	11,513	46,267	496,569	450,367
Acadiant †	110	280	103	508	17,325	16,719
J2000	3,278	.....	2,298	11,279	.....	66,761
Sunbird ('80)	.....	.....	.....	.....	.....	.....
T1000	2,219	.....	2,243	9,462	.....	77,743
Firebird	187	1,945	.....	187	68,503	43,655
Phoenix	2,040	3,034	1,917	5,303	121,094	87,115
Grand Prix	1,968	1,880	1,697	7,567	61,529	85,282
Bonneville ('82)	1,968	.....	1,697	7,637	.....	16,677
A6000	1,468	.....	1,558	4,324	.....	4,324
LeMans	.....	1,895	.....	.....	52,818	42,027
Pontiac	.....	240	.....	.....	46,887	10,064
VOLKSWAGEN	4,112	4,550	4,166	18,252	165,647	146,178
CHECKER	25*	85*	25*	110*	2,685	1,694*
Total Cars, U. S.	119,232	155,279	130,168	531,219	5,385,510	5,523,802

CANADIAN CAR PRODUCTION

	Week Ended Oct. 31, 1981	Week Ended Nov. 1, 1980	Week Ended Oct. 24, 1981	Oct. Est.	Jan. 1 to Nov. 1, 1980	Jan. 1 to Oct. 31, 1981
AMERICAN MOTORS	800	.....	588	3,003	.....	28,696
CHRYSLER CORP.	1,916	1,492	1,672	5,770	63,961	51,821
FORD MOTOR	3,746	6,328	3,623	14,172	217,284	179,775
GENERAL MOTORS	8,870	12,800	9,047	33,784	417,575	409,859
VOLVO	225	225	225	944	8,390	8,705
Total Cars, Canada	15,557	20,845	15,155	57,673	707,210	678,856
N. American Cars	134,789	176,124	145,323	588,892	6,092,720	6,202,658
N. American Trucks	46,333	56,376	49,409	189,908	1,760,703	1,843,167
North American Cars and Trucks	181,122	232,500	194,732	778,800	7,853,423	8,045,825

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

NOTE

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